EUROPE.

British Review of the Alabama Claims Question.

The "In Terrorem" Principle of the American Government and No Fair Bill.

Premier Gladstone and Earl Granville on the War.

British Weutrality Defended and the "War Literature" of the Press Applauded.

General Caribaldi on General Grant's Demogracy.

The Inman steamship City of Brooklyn, Captain Brookes, from Liverpool the 10th and Queenstown the 11th of November, delivered the European mail of the latest date at this port at half-past eight o'cleck yesterday evening.

A telegram from Ryde, Isle of Wight, November 8,

Sailed-The Spider, Major Bennett, for a cruise.

A mail despate: from the Prossian headquarters charges the French government with having caused great destitution among the poorest class of the urban population. "by appropriating for war purposes the moneys deposited in the savings banks, as ell as the properties of the corporations."

The French Minister of Foreign Affairs has published a circular in reference to the late negotiations for an armistice. He charges Prussia with pursuing the war with the object of destroying France, and e deliberately framed in order to render a truce impossible and leave the Prussians at liberty to folow out their vindictive policy.

A requisition was being prepared in Dublin calling

on Cardinal Cuilen to convene a meeting to give expression to the indignant protest of the Catholic ople of Irelan against the spollation of the Holy See. It received a vast number of signatures.

The mail advices from Germany show that, notwithston ing the war, the condition of the various Bourses is such as to enable industrial works to be steadily prosecuted. The Duchy of Oldenburg con tracted a loan for 4,800,000 thalers (about £800,000) for railway extensions. It is to be issued forthwith in the shape of a three per cent loctery stock.

Advices from Vienna describe a great demand for all Austrian railway securities, and a consequent rise in prices. The government was negotiating a sale of 5.000,000 floring of Theiss Railway shares.

tion will be opened for 9,500,000 roubles (about £1,500,000) South Russian Railway shares at 95 per share of 100 roubles.

The Liverpool Courier states: -The debts of Messrs. Brown, Hunter & Co., general brokers, who fatied a me time ago, prove to be £50,579 and the assets to consist of debts due to the irm of £24,982, estimated to produce £475; cash in and £859, and office furniture £50. One of the hand, 283, and office furniture 250. One of the bankrupts, P. H. Darom, has left the country, and has therefore not surrendered to the perisaction of the country court; the other, W. W. Thompson, has surrendered and passed his ia-t_examination. The unsecured debts of Mr. A. Sleigh, cotton broker, who has also infied, are stated at 16,151; the assets consist of 12,583 of book debts, which are expected to realize

THE ALABAMA CLAIMS.

British Review of the Position of the American Gove ument-The Case Held Over in

Folitical Terrorem.

[From the London Times, Nov. 9.]

The letter of our American correspondent, which we published yesierday, points to a new but not surprising phase of the Alabama discussions. The claims have been herecofore treated simply as a political matter. The American government has held-liself to be wronged by the British government, and has domanded compensation; but in all the negotiations it has been plant that the interests of the parties really aggrieved—the private sufferers by the cruise of the Aabama—have been su-ordinated to pointthe Alabama-have been su ordinated to point cal considerations. The American people, through their public men and the press, have said frankly that they are not anxious for a settlement. They would rather keep the question open, not spoil a good quarret when they have it, wait for the day when

would rather step the question open, not spoul a good quarred when they shall be able to recover not only the same they shall be able to recover not only the same they shall be able to recover not only the same they shall be able to recover not only the same they profess to have actived and the cession of which shall be a punishment to England for her unfrendliness during the war. This is the spirit which animates the speech of General Benjamin P. Butler, given by our correspondent. The General, a propos of the "irrepressible Coddsh Question," took very bold ground against England, and, of course, contraved to but one conclusion, that in the settlement of a list movel.

In the neantime there are individuals who think differently. These are the persons whose rights the government at Washington professes to maintain, the actual sufferers by the escape of the Alabama. With them considerations of private interest outwide the patroids reeling which is tound elsewhere. They think, naturally, that as the ciaims are money claims they should be treated samply as a matter of business, the accounts sent in, properly examined to the highly received by American feelings or the possible fujar received by American feelings or the possible fujar received by American feelings or the purpose of ascertaining the sums due. Two successive governments in this country have shown an armest desure for the sattlement of the desired against her, to appoint a mixed commission for the purpose of ascertaining the sums due. Two successive governments in this country have shown an carnest desure for the sattlement of the question, and, if that should be decided against her, to appoint a mixed commission for the purpose of ascertaining the sums due. Two successive governments in this country have shown an carnest desure for the sattlement of the question of the treaty was the work of the dominant party at Washington. We have no means of knowing what were the sentiments of the mixed party at the sum of the proposition of the proposition of the

take the peacerni labor of many long years to replace and with an abareter so far transcending all former example that a mystery surrounds them which none have as yet been able to penetrate. (Gheers.) It is not only feelings, however, to when this war appeaus. It entails duties upon us, and my noble and learned triend the Lord Chancelior has boldly challenged the verdict of general opinion on the mode in which we have striven to discharge that portion of the duties of a neutral Power which consists in the observance of a certain positive obligation. I we have at least this egree of testimony to our impartiality, that if we have not succeed, in giving, in the midst of feelings naturally so excited, as sit was possible for us to succeed, in giving, in the midst of feelings naturally so excited, a sense of universal satisfaction, at least we have found no great inequality of the dissatisfaction partially excited on the one side and on the other—floary—and that equality of dissatisfaction is, perinaps, the best testimony that circumstances will admit of our now receiving to the fair and just spirit in which we have striven to act. (Cheers.) But, my fords and gentiemen, it is to the future we look for the judgment which may be passed on our conduct. And if we highlishmen, when we we dear the instituations that we are an anion governed by no molives but those of the meanest covet-cosness and the most pality cowardice, on the one hand I think we may remain tranquil when we refer to the testimony and experience of the history of the past, and on the other we may rest contented in the belief that these are but momentary and passing conditions, the natural, the accessary result of great and argonizing struggies. It is not necessary for us, it is not becoming in us, to feel the slightest contending marions in the conditions of the dutes of neutrality of such passing of the slight of the dutes of neutrality of watchi

common was assets. If we concent to pay these them to the assets of the pays the concent of them to the armand pays the concent of the pays the purpose of mitigating the horrors of the war. We have seen the press of this country speaking with that treedom which fortunately is our pricities, and which we shall always maintain, discussing all the conditions of the war—that freedom sometimes necessarily leading to some irritation on the one side or the other, an irritation which is very natural on the part of the belligerents—but with an unswerving purpose, which I am glad to acknowledge, of showing that the great desire of this nation, expressed through the press, is to promote and accerate a speedy conclusion to a terrible calamity, (liear.) And here I may, perhaps, in passing remark that the extraordinary energy and exertions of the press, of which the country may well be proud, have created under very great difficulty what was called a war titerature unexampled in ability and interest, putting before the public all the various astonishing even's which have so rapidly sloceeded each other in his tremendous struggle. (Hear, hear.) Under the circumstances I have mentioned we made our proposition, which was accepted so far as a meeting of negotators was concerned. We have learned that long and frequent interviews have occurred between the parties concerned. We have thought it absolutely our duty to retrain from making suggestions as to the conditions of the armistice. How could we—how could any of those neutral countries—for we were supported by every neutral Power in Europe in the endeavor we were making, how was it possible for them, in ignorance of the exact military position of either belligerent, in Ignorance also of the political state of Paris, and not knowing the resources on which either belligerent eithed—how was it possible for them, in ignorance of the calactifications to begin discussing conditions which it was obvious could only be properly discussed by the representatives of both the belligerent eithed—how was it possible for any of the neutral howing the resources on which the negotations have received also of the discussion of the politic

GENERAL GARIBALDI AND GEN-ERAL GRANT.

The Italian Liberator on the Condition and Hopes of the Republica.

Militia of the Army of the Vosges ! The cosmopoliton nucleus that the French republic is rallying in her midst, composed of men chosen in the atte of nations, represents humanitarian future, and upon the banner of this noble group you can read the motto of a free people, which will soon be the word of order of the human family—"All for one, one for all." Selfishness governs the world, and autocracy combats certainly in the French republic the germ of the rights of man, which it abnors, Genius of evil, it makes every effort for its preserva-tion. And the people. Modern republics, like

ancient Cartbage, swim in gold and Sybaritism, while despots shake hands amid the darkness they enjoy, and profit by the misfortune of a broher people. Helvetia, believing herself weak, holds down her head, and covers with the holy flag of William fell her money chests and her banks.

Grant, who, by a simple sign of his finger could have despatched the so diers of Prim home to Madrid, permits peaceably an entire population belonging to the grand family of Washington to be massacred and to be destroyed and barely allows the great republic to utter a word of sympathy for the valiant sons of Lafayette. And thou proud and classic ground, refuge of the exile, thou who hast dirst proclaimed the emancipation of races, and who to-day enjoyest the triumph of thy courageous initiative, will thou leave alone in its gigantic struggle that sister nation which, like thee, marches, and will march, in the van of human progress? In the kerole struggle which france is sustaining there can only be found the debris of an army of brave men, which the most stupid of tyrants conducted to defeat. But the nation is there. Bisen like one man, she will cause the old autocrat soon to repent of his determination to continue his butchery of men. What a noble mission, therefore, is ours? Sons of liberty, Citte of an illustration of the republic for a crown.

Apostics of peace and of the litustrious Chénier.

Republicans are men and alaves are chidren.

ag the formula of the lilustrious characteristics ag the formula of the lilustrious characteristics.

Republicans are men and slaves are children.

Your courage I do not doubt. All I ask of you is coolness and discipline—induspensable in war.

G. GARIBALDI.

Address of Garibaldi to His Troops

Done, Nov. 7, 1870.
This morning Gambaldt addressed the Italian battalions at present serving under him. In substance

the General spoke as follows:the General spoke as follows:—

We meet again, my lads; you, young and vigorous; l, o'd and infirm. In accordance with my principles we are fighting for the republic—not merely the French republic, but the universal republic. I am very glad to be at your head again, my o'd soldiers. Remember that to you is confided the honor of Italy. Many of you have fought with me the battles of our Fatheriand. I hope I shall be worthy of your cheers for the republic, universal and Frence.

This address was received with loud shouts of "Viva ha Republica Universal and Frence."

The Navy-The Treasury-The Commissioner of Customs.

DEPARTMENT REPORTS.

The Report of the Secretary of the Navy.

[Washington (Nov. 20) correspondence of the Boston Advertiser.] The Secretary of the Navy is hard at work on his report, which he expects to have ready in a few days. So far as the general naval force is concerned, it remains in much the same condition as last year, being somewhat reduced, if anything, in accordance with the desires of Congress. Particular attention will be called to the inadequacy of the naval force at the European and Asiatic stations. In view of European compileations and the nostlie attitude of China and Ja-pan it will be shown that this country is scantily represented, and its commercial interests weakly protected by a force of seventeen vessels, carrying but 145 guns. On the 140,000 miles of navigable waters over which American commerce courses, there are stationed but thirty-seven vessels of war all teld, mounting only 350 guns and having a tonnage of only 40,000. Ordising on the same seas and with duties not more various, England has 191 ships, having a tonnage of 323,000. The position of America on the seas, it will be shown, is inferior to even third and fourth class European Powers. The some defect in efficiency as well as in numbers of the naval force will be urged. The disadvantages of relying wholly on steamers for cruising vessels has been more generally felt during the present year than ever before. Most steamers carry ceal but fer ten day's use, and the larger portion of their time is consumed in seeking supplies. The uselessness of the monitor fleet, except for purposes of home and harbor defence, will be shown, as also how little they could be relied upon when brought in contact with the enormous iron-clads of European Powers. The report will recommend the immediate building of a number of iron vessels-of-war, which will be able to represent properly dur government abroad and to protect its interests when called upon. This point will be strongly urged in view of the present attitude of European affairs and the possible benefit to the American carrying trade hable to arise therefrom. The report will show that, in the present condition of the navy, what commerce we have is hardly protected, while in eastern waters the American flag has no respect save through diplomatic interierrence. Semi-barbarous nations, situated as far from us as are China and Japan, can have no idea of the power of the line have in only one they can or will understand. The same is true to a great extent in Europe. People there have no visible manifestation of the power of the line safety in neutral ports. The general disturbed condition of Europe should to a great extent in Europe. People incure powers the protection wh weakly protected by a force of seventeen vessels, carrying but 145 guns. On the 145,000 miles of naviin this efficiency of the navy government has an important connection. This government cannot exert its proper influence in countries and islands that surround us without being in a better condition on the seas. Spain is much better prepared in these respects than the United States. We are in no condition to enforce a policy or treaty with any outlying island. Not that troops enough could not be raised, but means of transportation would not be forthcoming. The Secretary will again urge that the limitation to 8,0.0 men in this branch of the service be withdrawn, and that at least 12,000 be established as the number. This will have the effect to increase the number. This will have the effect to increase the number of ships in commission in order to afford them employment. Also that lines of ocean-going steamers be established, carrying our own flag, which could always be available to the government in time of need. The report will also discuss that portion of the international laws which concerns these waters which are peculiarly American, and in which the great bulk of American commerce is transacted. Thus the rule that obtains in Europe, in the Irish Sea and such local waters, gives the complete jurisdiction thereof to one government. But the marine league restriction of jurisdiction applies strictly to the Gulf of Mexico, whose commerce is almost wholly American, much to the inconvenience of shippers; and not only that, but all of the immense volume of commerce when flows from the Atlantic States to the Gulf of Mexico is obliged to pass through waters over which Spain has jurisdiction.

Mr. John Allison, Register of the Treasury, sub mitted his report to the Secretary on Saturday. He opens with an account of the organization of the office, and says:-

office, and says:—

It is a subject of regret that the uncertain tenure by which subordinates hold their positions in this office tends to deprive the government of the services of the most efficient clerks, who are often induced to accept positions in other pursuits which promise more certain employment. These defects seem to be inherent in our system of ever) service as heretofore tractised, but we may insure the hope that Congress will devise a more perfect system.

In the course of the year 384 caveats have been

filed against bonds lost or stolen. The Register thinks the present checks of prepared paper, testing and ruling blank spaces for the names of payees, afford an effectual sateguard against frauds from alteration. The bonds registered during the year of \$109, 402,810. The direct issue was \$6,404,200. Registered exchanged for coupons, \$97,394,449—an excess over last year of \$20,651,750. There are now fitteen distinct classes of issues and \$60,000 holders of registered bonds. The present condition of our merchant marine is much the same as it reached in 1862. Upon the general subject the Register says:—The chief cause of the decadence of American shipping is the supersodure of saling vesses by steam and the substitution of from for wood. While we have inexhaustible supplies of coal and from, and unsurpassed facilities for building from ships, we have no single establishment which can compare with the great works in England and Scotland. The admission of foreign-built vessels to the privileges of an American register would tend to crush out for an indefinite period all attempts at from shippinding in this country, and to denationalize our merchant marine in the interests of our most formidable rival in Europe. It is to be hoped that such half of our shipping engaged in the foreign trade under the American fag. and ruling blank spaces for the names of payees,

It is believed at the Treasury Department that the Secretary will recommend important changes in the law regarding the transportation of merchandise in stringent that carriers do not show much readiness to comply with them. It is also well understood that the Secretary will devote considerable space in his report to an argument in support of the measures proposed in the Fresident's special message last July, for admitting foreign built vessels to American registration, if the European situation does not improve. bond to the West. The present regulations are so

The Report of the Commissioner of Customs Mr. Nathan Sargeant, Commissioner of Customs, has furnished his report. Owing to the division of the bureau his duties this year have been almost en tirely connected with the accounts. The cost of collecting the customs has increased slightly. There may be a very small deficiency in the appropriation, though the probabilities are no more will be made necessary. The frauds upon the custems, though not noticed in the report, are, according to the Commissioner, no greater than last year. He thinks the cost of collecting the customs might easily be reduced from ten to twelve per cent.

AN EMIGRANT'S ILL LUCK.

Pive Months in the United States and Six Months in the Brooklyn Pententiary.
"Hills are green far away" is an old axiom which is meant to convey a wholesome lesson of advice to those who seek their fortune in ways that are dark and in climes which to them are new, for no other reason than the love of adventure. "That a rolling

stone gathers no moss" is a proverb but too frequently exemplified in life there is no use in at-

empting to dispute. But the case in point is a sad

one in verification of the latter saying which may

serve as a warning to others similarly situated

abread, who in their waywardness of disposttion may covert the dangers of the deep and the perils of a lot cast in a strange land

POLICEMEN ON THEIR "REAT."

The Brooklyn Police Clubbing Case-A Ser-

geant and Patrolman "Beat" a Head to

Some Purpose—Their Trial Progressing.
Poilce Justice Walsh was engaged yesterday after-

con hearing the charges against Sergeant Thomas

McKee and officer Doulon, of the Tenth ward. The complainant in the case is a young man named

Alexander Stewart, whose head was officially battered on the night of the 9th instant by the afore-

said guardians of the public peace and morals of

Brooklyn, and who is still suffering severely from

the effects of a too vigorous application of the locust to the walls of his crantum.

Mr. Stewart, who was present during the investigation, looked the worse for the wear in every re-spect, and told his story relative to the affair, which

The case was adjourned for further examination, OVERLAND TO PEEKSKILL. An Election Wager Decided-A Handred Pounds of Flour En Route to Peckskill in a

Among the young men employed in the Custom

House in this city is a somewhat erratic and withal

enthusiastic specimen of the genus homo known to

an admiring circle of friends as John R. Spanloing.

gauger. Among the few weaknesses of the flesh which this young man is helr to is, or rather was, that of an unpardonable belief in the invincibility of the republican candidate for Governor, Mr. Woodford, who lately perished under the merciless tomahawks of the Tammany braves. So deen-seated, vet perfectly serene, was this feeling that in a moment of exhaberant fancy he proposed

moment of exhuberant fancy he proposed to a whilom friend a test of devotion of each to his respective party leader and the "cause" in general. An article of agreement was entered in o, by the terms of which the aforesaid John R. Spaulding took it upon himself, in case of the defeat of the republican nominee for Governor, to wheel a hundred pounds of buckwheat flour from the Custom House in New York to the city of Peekskill, while in the event of Woodford's success and the consequent defeat of Mr. John T. Hoffman Mr. D. M. Conkling, the other contracting party, was to wheel the same weight of unbaked cakes

Peekskill, walle in the event of Woodford's success and the consequent defeat of Mr. John T. Hoffman Mr. D. M. Conking, the other contracting party, was to wheel the same weight of unbaked cakes from Peekskill to New York. Since election day the confidence of Mr. Spaulding in the prowess of his political leader has been growing beautifully less, and yesterday morning that little that remained dribbled away and oozed out.

At eight o'clock in the morning a light and fanctifully painted wheelbarrow was brought to the front of the r ausoleum of imposts, commonly called the Custom House, in Wall street, and a large sack of buckwheat was brought from the Surveyor's office and deposited upon the one wheel vehicle. Soon after a light road wagon, profusely decerated with flags, was driven up to the pavement immediately in advance of the wheelbarrow, and then there emerged from some hall dorrway the veritable Spaulding himself, dressed in a dusty suit of milier's clothes, his face fushed with the latest smile, and his head bowed before the plaudits of an admiring crowd of street Arabs. A close observer might have detected a slight trepidation in one of his eyelids, but his nerves were evidently string to their highest tension, and he refused to failter even for a moment. At a prearranged signal the mourning cortage moved up arranged signal the mourning cortage moved up towards Broadway, followed by numberless gamins, including delegations from the harp and violin players, the newsboys and the bootblacks. The interesting pageant was last seen in the violity of Union square, where it was reduced to a foriorn hope. It is said it will require four days' march to get the buckwheat to Peekskill.

ARMY INTELLIGENCE.

Captain Charles Snyder, unassigned, is relieved

from duty on the general recrutting service. Major

H. C. Ransom, assistant quartermaster, has been or-

dered to duty at the headquarters of the Department of Dakota. Captain David M. Sells, unasigned, is relieved from duty as Indian agent and waits orders. Second Lieutenant Joseph C. Castle has resigned. Captain Frederick W. Balley, unassigned. 4 honorably discharged.

Wheelbarrow.

AN ORIENTAL CANAL BOAT.

ARRIVAL OF THE STEAMSHIP MAGDALA.

The First Steamer from China by the Sues Canal Route-Incidents of the Voyage-Description of the Ship-The Present Condition of the Canal-Interesting Particulars.

"Seventy days from China, eh, captain ?" "No, not exactly; ninety-five days from Shang-hne. I could have made the passage in seventy days but for my ill luck. We encountered very heavy weather in the Red Sea, a cyclone and hurricane in the Atlantic and head winds all the way." This interrogatory and sufficient answer were the commencement of an interesting conversation that took place last evening between Captain David-

and the perils of a lot cast in a strange land among strangers, amid snares too mysterious for taeir avoidance. One day last week Miss Hattie Van Scheirck, residing in Koskiusko street, near Gates avenue, Brookiya, engaged the services of a young weman, of not unprepo-sessing appearance, named Elien Couroy, as a domestic. She had cause to suspect the honesty of the girl, having missed a quantity of silver forks, &c., and on Saturday isst procured a warrant for her arrest. The latter instrument of the law was duly executed, and the stolen property was found among Elien's effects. Yesteriay morning she was arranged before Police Justice Walsh, and the testimony was so strong against her that nothing remained but conviction and senience. The term allotted was six months in the Kings County Penttentiary. She was taken to Police Headquarters prior to removal to her prison home, where she was brought before Chief of Police Campbell, to whom she tearfully related her sad stors. and a Herald reporter. The Magdala arrived at this port yesterday, direct from Shanghae, China, via the Suez canal and Res Sea route. She is the first ship from the East, which, passing through the newly opened channel between the oceans, has artaken to Police Headquarters prior to removal to her prison home, where she was brought before Chief of Police Campbell, to whom she tearfully related her sad stors.

Ellen Conroy, who is scarcely twenty years of age, is a native of England, where her mother, courteen brothers and five as sters are all now living, in one of the southern counties, in, comparatively speaking, comforable circumstances. She grew tired of the monotony of home life, and, against the wishes of her family, in the early part of last summer, resolved to seek her fortune in America. Hither she came, landing at Casle Garden in the beginning of August. She was there but a short time when her appearance attracted the listful eye of one Flynn, a liquor dealer, doing business in Eighty-eighth street, near First avenue, New York, who at once engaged her as a selvant in his family. Three days subsequently she had reasan to rue the insane idea which took possession of her and led her to desert the family circle in "Old England" for the uncertainties and dangers which beset the path of the stranger. She was the victim of a foul assault, for which Flynn was tried, convicted and sentenced to ten years' imprisonment in the State Frison by the outraged may of the land. During the term which intervened between the arrest of the man and his sentence she was detained at the House of D tention two months. The only person with whom she is acquainted is the unfortunate young woman who was victumized by one of the clerks in the Common Conneil chamber, New York, about two months ago. Other than the latter, Elen Courry has no friend nor acquaintance on this continent. She wept bitterly as she gave her sad recital of her career in the New World, and protested that for the tuture and might never know ill of her. How well she will succeed of course is a mystery which the future alone can reveal; but her sorrow and remorss were evidently sincere. rived in New York or some other port of the United States. The event, therefore, is both interesting and important. It marks a new era in our commercial nistory and points to a newfield of enterprise. But, unfortunately, there is nothing connected with it in which Americans can rejoice-THE GALLANT SHIP IS ENGLISH;

the profits of her cargo are for the benefit of English enterprising merchants, and when she leaves these shores the wealth of our commercial city will not have been added by one dollar. So, while the arrival of the Magdala direct from the Flowery Land by the Suez route demands attention as an historical event, there is no room for American rejoicing over it.

The Magdala is a screw steamship of 825 tons register, 12) (nominal) horse power, capable of working up to 600, carries 1,200 tons dead weight of carge, and is commanded by a courteous and able seaman, Captain William Davidson, of England. From the day on which the last "heathen Chines"

went over her side, her hatches banged down on the cargo of tea and her course laid for the China THE VOYAGE OF THE MAGDALA

was an eventful one. Leaving Shanghae on the 16th of August, she touched at Hong Kong; on the, 20th coaled, and left the lollowing day. Singapore was reached on the 29th of the same mouth. The next day she put to sea again, arriving at Galle on the 8th of September, which port she left on the 9th, arriving at Aden on the 2 d. On the 231 she left Aden. Up to her arrival at the latter port she left Aden. Up to her arrival at the latter port she had a favorable passage, but she encountered very severe weather in the Red Sea, and owing to this circumstance, which, of course, could not have been avoided, sne did not reach Suez junit the 5th of October. Had the weather con inned as layorable after she had left Aden as it had prevailed previous to her leaving that port she would have accomplished the distance to Suez in live or six days. The Magdala passed safely through the canal in the manner herematter described by Captain Davidson himself and left.

and leit

PORT SAID FOR MALTA
on the 14th of October, where she arrived fly
days later. There was but a short delay here, the
sinp's nead being turned toward the sea and the
Island of Malta the same evening. The Rock was
signeted on the 25th, and on the 25th the gallant vessel steamed out of Gibraltar and headed for New
York. York.
"What sort of weather did you have, Captain?"

asked the reporter when some of the foregoing facts were elicited. "Well, the weather was very severe in the Red Sea, was corroborative of the statement given in the HERALD at the time of the occurrence. On the night in question he went to the house of John Brun. but after passing the Isthmus moderate enough until the 2sth of October, when the weather was grocer, corner of Grand avenue and Pacific street.

in question he went to the house of John Brun, grocer, corner of Grand avenue and Pacific street. Here he met Sergeant McKee and patrolman Donion, and they all took a drink at the proprietor's expense. Then the officers asked the grocer for SOMETHING TO EAT.

Brun "produced the body" of some sassages and crackers. The sergeant demanded Brun's knife. The latter said it was good enough as it was, whereupon Aleck Stewart lent the hungry officers his pocket knife. When he was about to take his departure he asked for his knife. The officers said they did not have it. Some angry words followed, and McKee knocked Stewart senseless with his club. Doulon also used his club on him, and told him that he was

THEIR PRISONER.

The complainant refused to accompany the officers to the station house, as he claimed that he had been guilty of no offence to warrant his arrest.

John Brun, the grocer, testified:—Mr. Stewart and I were in the front of the house; we followed the officers in; went into the barroom; I asked them what they would drink; they all drank;

THE OFFICERS HAD BEER;
we talked awhile and drank again; Sergeant McKee asked me to get a little crackers and bologna; i got them for him; he then asked me for a knie; Siewart said, "Never mind, Brun, I have got one," and he handed it to one of them; they cat the bologua and crackers; then they had snother drink; we talked a few minutes longer; then we took another one; Stewart then said, "I guess you've done eating now, I want my knife; it's most time to go home; the officers said they hadn't his knife; some words passed, and Doulon said, "Were you ever in the station house?" he replied, "No;" witness' attention was then engaged in another quarter for a few minutes, and when he again looked Doulon had Stewart by the collar and

Stewart by the collar and "Serwart out the head or neck with his club, knocking him down, Doulon then pulled Stewart out the head or neck with his club, knocking him down, Doulon then pulled Stewart out the opposite corner; Brun did not ask the o until the 2sth of October, when the weather was awful, you know."

The reporter intimated that he did not know, but anxiously waited the captain's

DESCRIPTION OF THE STORM.

It blew furiou ly on the 28th. We were in the middle of a cycloue, which lasted until the 10th of this month. We lost several sails, and at one time I thought we should go to the bottom. It blew a perfect hurricane the first six hours of the storm. A succession of heavy gaies from the northwest to the southwest followed; but we managed to weather them without damage. On Saurday last, of Cape Hatteras, in latitude 3s, longitude 7l, we had another tough gale, which continued to how! in our wake long after we had passed that dangerous locality. The weather moderated on Sanday, much to our relief, and we strived to-day safe and sound, as you are aiready informed.

REPORTER—What was your experience in passing the Suez Canal, Captain?

REPORTER—What was your experience in passing the Suez Canai, Captain?
Captain DAVIDSON—Highly satisfactory. Beyond a siight detention, caused by the bad steering of a fellow ahead of us, there was no delay. We steamed through in sixteen hours going, steaming from five to six knots an hour. There is

drawing from twenty-one to twenty-two feet of water, all reports to the contrary notwithstanding. The Magdala never touched bottom once from Suez to Port Said. It is now the route for the Peninsular and Oriental ships and those of the French Oriental Mail line. The traffic in the caual is increasing; improvements are constantly going on and it is improvements are constantly going on and it is without doubt a great success. Fears were enter-tained that the sides of the canal would fail in, but there is

No Sign of any such carast would fall in, but there is

No Sign of any such catastrophe.

The mud of the embankments has nardened in the sun, and in many places vegetation shows itself. Where vegetation is there is solidity. The width of the canal is 175 feet, but it is not considered sale for vessels to pass one another. In fact, the numerous harbors on the route render it unnecessary that they should. The enterprise is entirely in the hands of the French, and is well managed. There are telegraph and signal stations all the way from port to port, which renders navigation easy and sale. The dues are, for cargoes eight francs per ton and for passengers, yet pand £500 in dues.

are, for cargoes eight francs per ton and for passeagers eight francs per head. We carried no passeagers, yet paid £500 in dues.

REPORTEE—Cheap, no doubt; but does it pay to bring cargoes from China to America by that route? Captain Davidson—tay? Certainly it will. In having the opportunity of paying £500 we save twice as much; sot perhaps in time, but in another respect. After the teas are well packed on board in China they are not again tou ned until landed here en your docks, and that

THIS IS NO SMALL MATTER importers know till well, if the public does not. This tea I have brought is of the finest green—a quality that comes to the China saports from the interior in August. To bring it by saip to San Francisco and from thence by yournew railroad would cost mole, would scarcely be quicker and certainly the damage to the herb would be certain. This is understood in England. Messrs. Turnbull, Salvesen & Co., of Leith, commenced the construction of a line of steamships for this very trade, and the Magdala is the first of the fleet. Messrs. Charles L. Wright & Co., of No. 56 Water street, are the agents.

REPORTER—You seem quite sanguine, Captain, that this line will pay the plucky firm of Leith. How is the Magdala as a ship? Good?

Captain Davidson—Good? Come on board to-morrow and take a squint at her.

NAVAL INTELLIGENCE.

Vice Admiral Rowan's Visit to the Brooklys

Nevy Yard. Vice Admiral Rowan paid an official visit yesterday to Rear Admiral Smith, commanding the Brooklyn Navy Yard, and was received with a salute of fifteen guns from the battery on the cob dock. The presence of Vice Admiral Rowan in the gard was soon noised about, and nearly all the officers attached to the station paid their respects to him, and were received by him in the most kindly manner. The Vice Admiral is as modest and unassuming and as genial and amable as when he was a wardroom officer a dozen or more years ago. He has not changed in the least, and still draws to him his comrades by his unaffected simplicity of character and perfect good nature that nothing seems to change. Vice Admiral Rowan will proceed to Washington at an early day, and it is not likely that he will very soon fly his sing again affort, unless war or some special circumstance should call him out to command a fleet.

The United States sloop of war Portsmouth, fifteen guns, Alexander A. Semmes, was at Bahia, October 30. attached to the station paid their respects to him.

AMERICAN COLUMBATIAN SOCIETY.

The third grand annual exhibition of this society was opened yesterday morning, at 202 Chatham street, where upwards of two thousand specimens of fancy pigeons and a number of splendid singing birds are now to be seen. There are white, black, red, blue and yellow pouters, of choice breeds, by Mr. George Purves; Mr. P. C. Bisgel contributes a large assortment of carriers, valued at \$125 a pair, while Mr. Coleil sends a number of choice "button-bead bards," imported from England at £34 sterling per pair. All the birds appear to be in excellent condition, and the variety exhibited must satisfy the most cynical fancier of feathered bipeds. A number of diplomas will be distributed by the judges on Friday next, the last day of the exhibition, when it is expected a large number of persons will be present to witness the distribution to the competing pigeon fanciers of New York. red, blue and yellow pouters, of choice breeds, by to the competing pigeon funciers of New York.
Attogether the collection is a most interesting one, and a visit to the exhibition will be well repaid by those who take an interest in the subject of pigeou